

NINETY DAY CHECK

1504TH AAF BASE UNIT
WEST COAST WING, PACIFIC DIVISION, ATC
FAIRFIELD-SUISUN AAB, CALIFORNIA

PRECISION LOW APPROACH CHECK

PILOT GARDNER, JACK
RANGE DEF.
TYPE AIRCRAFT

DATE 4/8/45
TIME 2:30
GRADE 77

WEATHER: CAVU SMOOTH

	Value	Tolerance Allowed	ALTITUDES Prescribed	Flown	Grade
1. Initial approach altitude	2	100	5000	OK	✓
Beam bracketing and holding		3 Brkts			
2. Initial approach heading	-1 2	10°	Too many		1
3. Detected station, initial	4		35-55'		4
4. Rate of descent	2	200'/Min	500	600	✓
5. Altitude prior to turn	2	50'	3000	3050	✓
6. Airspeed	(2)	5 MPH	140	155	0
7. Procedure turn headings	2	5°	169345'	OK	✓
8. Altitude procedure turn	-1 2	50'	3000	2900	1
9. Airspeed during turn	(2)	5 MPH	140	140	0
10. Rate of descent	-1 2	200'/Min	500	500	1
11. Altitude, return to station	5	0'	—		5
Bracketing and riding beam		3 Brkts	WENT THROUGH		
12. Return to station heading	(5)	5° E 6	IN OP @ 1 min.		0
13. Airspeed	(2)	5 MPH	70	150	0
14. Detected station, final	-1 8		Slow.		4
15. Altitude over station	-2 8	0'	2000	980	6
16. Rate of descent	4	100'/Min	500	OK	4
17. Airspeed	24	5 MPH	140	164	✓
18. Heading, station to field	28	5°	310°	218	6
19. Timing, station to field	28	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	OK	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	-4 8	SIGNALS	7		4

REMARKS: NO FLAPS OR GEAR UNTIL PROCEDURE TURN,
OVERSHOT LEG BADLY ON PRO TURN SEE
PLATE.

6. Airspeed	2	5 MPH	140	150	155
7. Procedure turn headings	2	5°	169 245°	01C	2
8. Altitude procedure turn	-12	50'	3000	2900	1
9. Airspeed during turn	2	5 MPH	140	140	0
10. Rate of descent	-12	200'/Min	500	500	1
11. Altitude, return to station	5	0'	—	—	5
Bracketing and riding beam		3 Brkts	WENT THRU 20061		
12. Return to station heading	5	5° LEG	IN 000 @ 11 min.	0	
13. Airspeed	2	5 MPH	140	150	0
14. Detected station, final	-08		2000	2000	4
15. Altitude over station	-28	0'	2000	980	6
16. Rate of descent	4	100'/Min	500	OK	4
17. Airspeed	24	5 MPH	140	164	2
18. Heading, station to field	28	5°	20°	218	6
19. Timing, station to field	28	5 sec.	2	FAIR	6
20. Altitude over field	10	0'	500	01C	10
21. Pull out	4				4
22. Signal volume and reaction	4				4
23. Knowledge of procedure	-48	- SIGNALS A			4

REMARKS: NO FLAPS OR BRAKE UNTIL PROCEDURE TURN,
OVERSHOT LEG BADLY ON PRO TURN SEE
PLATE.

FORM #38

CHECK PILOT

10-23
11

10-23
11

2/1/45

ADF PRECISION LET DOWN

PILOT GAROWEIC DATE 4-8-45
 RANGE OR BEACON DHF TIME
 TYPE AIRCRAFT C-540 GRADE 66
 WEATHER CAVO Smooth (W-64T)

	Value	Tolerance Allowed	Altitudes Prescribed	Flown	Grade
1. Initial Approach Altitude	2	100'	2000	2900	0
2. Initial Approach Heading	-2				0
3. Detected Station, Initial	2	10'			2
4. Outbound Heading	3		315°		3
5. Altitude Prior to Turn	-13	50'	3000	3200	0
6. Airspeed	-3	5 MPH	100	197	0
7. Time to Turn	4			OK	4
8. Procedure Turn Headings	3	5°	0° 180° 0°		3
9. Altitude, Procedure Turn	3	50'	3000	3100	0
10. Airspeed During Turn	3	5 MPH	100	125	0
11. Rate of Descent	3	200' / Min	500	500	3
12. Altitude, Return to Station	5	50'	2500	3000	0
13. Heading, Return to Station	5		OK		5
14. Airspeed	3	5 MPH	100	140	0
15. Detected Station, Intermediate	-13				2
16. Altitude Over Station	5	50'	2500	3000	0
17. Rate of Descent	4	100' / Min	500	16000	4
18. Airspeed	4	5 MPH	100	145	4
19. Out Bound Heading	4		120	120	4
20. Time to Turn	-25			OK	3
21. Inbound Heading	5		285°	OK	5
22. Detected Station, Final	5			OK	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			OK	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	23				1

Temp: 60° Dew Point: 50° No FLAPS OR GEAR DOWN OVER FLD.

4. Outbound Heading	3				
5. Altitude Prior to Turn	-3	50'	3000	3200	0
6. Airspeed	-3	5 MPH	100	147	0
7. Time to Turn	4			OK	4
8. Procedure Turn Headings	3	50°	0° 180° 0°	3	
9. Altitude, Procedure Turn	3	50'	3000	3100	0
10. Airspeed During Turn	3	5 MPH	100	145	0
11. Rate of Descent	3	200' / Min	500	500	3
12. Altitude, Return to Station	5	50'	2500	3000	0
13. Heading, Return to Station	5		OK		5
14. Airspeed	3	5 MPH	100	155	0
15. Detected Station, Intermediate	-3				2
16. Altitude Over Station	5	50'	2500	3000	0
17. Rate of Descent	4	100' / Min	500	16000	4
18. Airspeed	4	5 MPH	100	145	4
19. Out Bound Heading	4		120	140	4
20. Time to Turn	25			OK	3
21. Inbound Heading	5		285°	OK	5
22. Detected Station, Final	5			OK	5
23. Altitude Over Station	5	0'	500	500	5
24. Turn to Field	5			OK	5
25. Pull Out	2				2
26. Signal (Needle Reaction)	3				3
27. Knowledge of Procedure	23				1

Initial Altitude very low. No FLAPS OR GEAR UNTIL OVER FLD.
NO CRUISE UNTIL LOWER CONE. TECHNIQUE NOT SATISFACTORY UNDER
ESIM. INST CONDITIONS.

Ralph C. Keagy

CHECK PILOT

1/26/45

1504TH RCAF L-SE UNIT
WEST COAST WING, PACIFIC DIVISION, ANC
FALFIELD-SURIN, 46, CALIFORNIA

FINAL REPORTS - PILOTS

4/8/45
DATE

Pilot GARONNE JACK 15745

ASN

	Instructor's Grade	Check Pilot's Grade
1. Visual inspection and cockpit check.		B
2. Starting, Taxii, and run-up.		B+
3. Take-off and climb.		C
4. Approach and landings. One or more engines inoperative.		C+
5. Approach and land.		
6. Complete Instrument Check (AF 50-3)		
a. General Airwork		B
Ceiling		
b. Instrument Take-off or Take-off		B-
c. ADF Let Down		D
d. Loop orientation Range orientation and let down		C
e. Precision check).		D
f. Instruments w/one engine inoperative.		B
7. General knowledge of equipment.		B
8. Emergency procedures and equipment.		B
9. Use of Check-List		B+
10. Radio Navig., Radio Fixes.		B+

FINAL GRADE

D

REMARKS: INST TO KNOW DISTANCE FOR SPEED, WOULD EXP. TO
SOON. APPROACHES (LANDING) DON'T CONFORM WITH STANDS
DID NOT PLAN AHEAD ON EITHER LET DOWN
LOW VIS APPROACH POOR. JUST WASN'T USING
ADG GREY MATTER ON THIS CHECK.

RECOMMENDATIONS:

COMPLETE RECHECK AS SOON AS POSSIBLE.

INSTRUCTOR

CHECK PILOT

Philip C. Keay
Capt A.C.

GRADES:

A - Above average

C - Below Average

B - Average

D - Unsatisfactory

2. Starting, Taxi, and run-up.	B+
3. Take-off and climb.	C
4. Approach and landings. One or more engines inoperative.	C+
5. Approach and land.	
6. Complete Instrument Check (IAE 50-3)	
a. General Airwork	B
Ceiling	
b. Instrument Take-off or Take-off	B-
c. ADF Let Down	D
d. Loop orientation Range orientation and let down	C
e. (Precision check).	D
f. Instruments w/one engine inoperative.	B
7. General knowledge of equipment.	B
8. Emergency procedures and equipment.	B
9. Use of Check-List	B+
10. Radio Navig., Radio Fixes.	B+

FINAL GRADE

REMARKS: *TOOK IN CONSIDERABLE SPEED. WOULD HAVE BEEN SOON. APPROACHES (LANDINGS) DON'T CONFORM WITH STANDARDS. DID NOT PLAN AHEAD ON EITHER. LET DOWN LOW. THIS APPROACH POOR. JUST WASN'T USING OLD GRIZZLY MATTER ON THIS CHECK.*

RECOMMENDATIONS:

COMPLETE RECHECK AS SOON AS POSSIBLE.

INSTRUCTOR

CHECK PILOT

*Philip A. Henry
Capt. A.C.*

GRADES:

A - Above average

C - Below Average

B - Average

D - Unsatisfactory

FORM #37